

GV

830

1893

.M3

LIBRARY OF CONGRESS.

GV 830

Chap. _____ Copyright No. _____

1893
Shelf M3

UNITED STATES OF AMERICA.



Olympic

CONTAINING MATTERS OF FACT AND
INTEREST IN CONNECTION
WITH THE

1893

VIGILANT
*C.O. Iselin.
et al.*



VALKYRIE
Earl Dunraven.



CONTEST

for

America's

Cup.

JUBILEE
Gen. Chas. J. Paine.



COLONIA
*Archibald Rogers.
et al.*



PILGRIM
R.S. Palmer. et al.



PRICE, 25 CENTS.

The Highest Grade in the World.

THREE STYLES, ALL OF EQUAL QUALITY.



“Brut”

—A Grand Wine Exceed-
ingly Dry.

“Grand Vin Sec”

—The Perfection of a Dry
Wine.

“Carte Blanche”

—A Magnificent Rich Wine.

To be found at all the Leading Clubs, Hotels and Restaurants Sold
by the Leading Wine Merchants and Grocers. Orders so-
licitated from the Trade by the Agents, :-:

ALEX. D. SHAW & CO.,

58 BROAD STREET, - - - NEW YORK.

Entered according to Act of Congress in the year 1893 by

THOMAS MANNING,

in the Office of the Librarian of Congress at Washington.



Annal.



1893

9463

Contest for AMERICA'S CUP.

PUBLISHED BY
THOMAS MANNING
45 BEAVER STREET.
NEW YORK.

THE AMERICA'S CUP.

THIS CUP, which for nearly a quarter of a century has been recognized as carrying with it the yachting supremacy of the world, was originally known as the "One Hundred Guinea Cup," and was presented by the Royal Yacht Squadron of Cowes, Isle of Wight, in 1851, for competition, open to yachts of all nations. It was won by the keel schooner yacht AMERICA, at Cowes, on August 22, 1851. The following is a list of the entries for the regatta, which was sailed around the Isle of Wight :

NAME.	CLASS.	TONS.
AURORA.....	Cutter.....	47
VOLANTE.....	Cutter.....	48
ECLIPSE.....	Cutter.....	50
FREAK.....	Cutter.....	60
STELLA.....	Cutter.....	65
IONE.....	Schooner.....	75
BACCHANTE.....	Cutter.....	82
MONA.....	Cutter.....	84
ARROW.....	Schooner.....	100
TITANIA.....	Schooner.....	127
FERNANDE.....	Schooner.....	100
GIPSY QUEEN.....	Schooner.....	101
BEATRICE.....	Schooner.....	170
AMERICA.....	Cutter.....	193
ALARM.....	Schooner.....	205
WYVERN.....	Schooner.....	218
CONSTANCE.....	Three master Schooner.....	392
BRILLIANT.....		

The STELLA, TITANIA and FERNANDE did not start.

AMERICA came in first, winning by eight minutes. AURORA second. No time allowance.

The AMERICA was designed and built by George Steers, of New York, for Commodore John C. Stevens, Edwin A. Stevens, Hamilton Wilkes, J. Beekman Finley and George L. Schuyler.

In 1857, the owners of the Cup handed it over to the New York Yacht Club with the following deed of gift :

THE AMERICA'S CUP FIRST DEED OF GIFT.

NEW YORK, July 8th, 1857.

TO THE SECRETARY OF THE NEW YORK YACHT CLUB :

SIR :—The undersigned, members of the NEW YORK YACHT CLUB, and late owners of the Schooner Yacht AMERICA, beg leave through you to present to the Club the Cup won by the AMERICA at the Regatta of the Royal Yacht Squadron at Cowes, England, August 22, 1851.

This Cup was offered as a prize to be sailed for by Yachts of all nations, without regard to difference of tonnage, going round the Isle of Wight (the usual course for the Annual Regatta of the Royal Yacht Squadron), and was won by the AMERICA, beating eight cutters and seven schooner Yachts which started in the race.

The Cup is offered to the New York Yacht Club, subject to the following conditions :

Any organized Yacht Club of any foreign country shall always be entitled, through any one or more of its members, to claim the right of sailing a match for this Cup with any Yacht or other vessel of not less than thirty or more than three hundred tons, measured by the Custom House rule of the country to which the vessel belongs.

The parties desiring to sail for the Cup may make any match with the Yacht Club in possession of the same that may be determined upon by mutual consent ; but in case of disagreement as to terms, the match shall be sailed over the usual course for the Annual Regatta of the Yacht Club in possession of the Cup, and subject to its Rules and Sailing Regulations—the challenging party being bound to give six months' notice in writing, fixing the day they wish to start. This notice to embrace the length, Custom House measurement, rig and name of the vessel.

It is to be distinctly understood that the Cup is to be the property of the Club, and not of the members thereof, or owners of the vessel winning it in a match ; and that the condition of keeping it open to be sailed for by Yacht Clubs of all foreign countries, upon the terms above laid down, shall forever attach to it, thus making it perpetually a Challenge Cup for friendly competition between foreign countries.

J. C. STEVENS,

EDWIN A. STEVENS,

HAMILTON WILKES,

J. BEEKMAN FINLEY,

GEORGE L. SCHUYLER.

At a meeting of the Club held in July, 1857, on motion of Mr. GRINNELL, it was

Resolved, That the New York Yacht Club accept the Cup won by the AMERICA, and presented to them by the proprietors, upon the terms and conditions appointed by them.

Resolved, That the letter of Mr. SCHUYLER, with the enclosure, be entered on the minutes, and the Secretary be requested to furnish to all foreign Yacht Clubs a copy of the conditions upon which this Club holds the Cup, and which permanently attach to it.

N. BLOOMCOOP, *Secretary*.

The Cup was contested for in 1870 by the CAMBRIA ; in 1871 by the LIVONIA ; in 1876 by the COUNTESS OF DUFFERIN, and in 1881 by the ATALANTA. In the Fall of 1881 the New York Yacht Club returned the Cup to Mr. GEORGE L. SCHUYLER, the only surviving donor, and it was re-accepted by the Club under a new deed of gift, which reads as follows :

THE AMERICA'S CUP SECOND DEED OF GIFT.

NEW YORK, January 4, 1882.
TO THE SECRETARY OF THE NEW YORK YACHT CLUB :

DEAR SIR :—I have to acknowledge the receipt of your letter of December 17, 1881, enclosing the resolutions of the New York Yacht Club of that date, and also the return of the AMERICA'S Cup to me, as the survivor of the original donors.

I fully concur with the views expressed in the resolutions, that the deed of gift, made so many years ago, is, under present circumstances, inadequate to meet the intentions of the donors, and too onerous upon the Club in possession, which is required to defend it against all challengers.

As the New York Yacht Club, by your communication and under the resolutions themselves, express a desire to be again placed in possession of the Cup under new conditions, I have conferred with the Committee appointed at the meeting, and have prepared a new deed of gift of this Cup as a perpetual Challenge Cup. It is hoped that, as regards both challenging and challenged parties, its terms will be considered just and satisfactory to organized Yacht Clubs of all countries.

There is one clause which may require explanation. Owing to the present and increasing size of ocean steamers, it would be quite feasible for an American, English or French Club to transport on their decks yachts of large tonnage. This might be availed of in such a way that the match would not be a test of sea-going qualities as well as of speed, which would essentially detract from the interest of a national competition.

The AMERICA'S Cup is again offered to the New York Yacht Club, subject to the following conditions :

Any organized Yacht Club, of a foreign country, incorporated, patented or licensed by the Legislature, Admiralty or other executive department, having for its annual regatta an ocean water course on the sea or on an arm of the sea (or one which combines both), practicable for vessels of 300 tons, shall always be entitled, through one or more of its members, to the right of sailing a match for this Cup, with a yacht or other vessel propelled by sails only, and constructed in the country to which the challenging Club belongs, against any one yacht or vessel as aforesaid, constructed in the country of the Club holding the Cup.

The yacht or vessel to be of not less than 30 nor more than 300 tons, measured by the Custom House rule in use by the country of the challenging party.

The challenging party shall give six months' notice in writing, naming the day for the proposed race, which day shall not be less than seven months from the date of the notice.

The parties intending to sail for the Cup may, by mutual consent, make any arrangement satisfactory to both as to the date, course, time allowance, number of trials, rules and sailing regulations, and any and all other conditions of the match, in which case also the six months' notice may be waived.

In case the parties cannot mutually agree upon the terms of a match, then the challenging party shall have the right to contest for the Cup in one trial, sailed over the usual course of the Annual Regatta of the Club holding the Cup, subject to its rules and sailing regulations, the challenged party not being required to name its representative until the time agreed upon for the start.

Accompanying the six months' notice, there must be a Custom House certificate of the measurement, and a statement of the dimensions, rig and name of the vessel.

No vessel which has been defeated in a match for this Cup can be again selected by any Club for its representative until after a contest for it by some other vessel has intervened, or until after the expiration of two years from the time such contest has taken place.

Vessels intending to compete for the Cup must proceed under sail on their own bottoms to the port where the contest is to take place.

Should the Club holding the Cup be, for any cause, dissolved, the Cup shall be handed over to any Club of the same nationality it may select which comes under the foregoing rules.

It is to be distinctly understood that the Cup is to be the property of the Club and not of the owners of the vessel winning it in a match, and that the conditions of keeping it open to be sailed for by organized Yacht Clubs of all foreign countries, upon the terms above laid down, shall forever attach to it, thus making it perpetually a Challenge Cup for friendly competition between foreign countries.

GEORGE L. SCHUYLER.

The Cup was contested for in 1885 by the GENESTA; in 1886 by the GALATEA, and in 1887 by the THISTLE. After the THISTLE races the Cup was again returned to GEORGE L. SCHUYLER and was by him reconveyed to the New York Yacht Club by the following deed of gift:

NEW DEED OF GIFT.

This Deed of Gift, made the twenty-fourth day of October, one thousand eight hundred and eighty-seven, between GEORGE L. SCHUYLER, as sole surviving donor of the Cup won by the Yacht AMERICA, at Cowes, England, on the twenty-second day of August, one thousand eight hundred and fifty-one, of the first part, and THE NEW YORK YACHT CLUB, of the second part, witnesseth :

That the said party of the first part, for and in consideration of the premises and of the performance of the conditions and agreements herein-after set forth by the party of the second part, has granted, bargained, sold, assigned, transferred and set over, and by these presents does grant, bargain, sell, assign, transfer and set over, unto the said party of the second part, its successors and assigns, the Cup won by the Schooner Yacht AMERICA, at Cowes, England, upon the twenty-second day of August, 1851. To have and to hold the same to the said party of the second part, its successors and assigns. IN TRUST NEVERTHELESS, for the following uses and purposes :

This Cup is donated upon the condition that it shall be preserved as a perpetual Challenge Cup for friendly competition between foreign countries.

Any organized Yacht Club of a foreign country, incorporated, patented or licensed by the Legislature, Admiralty or other executive department, having for its annual regatta an ocean water course on the sea, or on an arm of the sea, or one which combines both, shall always be entitled to the right of sailing a match for this Cup, with a yacht or vessel propelled by sails only and constructed in the country to which the challenging Club belongs, against any one yacht or vessel constructed in the country of the Club holding the Cup.

The competing yachts or vessels, if of one mast, shall be not less than sixty-five feet nor more than ninety feet on the load water-line ; if of more than one mast, they shall not be less than eighty feet nor more than one hundred and fifteen feet on the load water-line.

The challenging Club shall give ten months' notice in writing, naming the days for the proposed races ; but no races shall be sailed in the days intervening between November first and May first. Accompanying the ten months' notice of challenge, there must be sent the name of the owner and a certificate of the name, rig and following dimensions of the challenging vessel, namely : Length on load water line ; beam at load water line and extreme beam ; and draught of water ; which dimensions shall not be exceeded ; and a Custom House registry of the vessel must also be sent as soon as possible. Vessels selected to compete for this Cup must proceed under sail, on their own bottoms, to the port where the contest is to take place. Centreboard or sliding keel vessels shall always be allowed to compete in any race for this Cup, and no restriction nor limitation whatever shall be placed upon the use of such centreboard or sliding keel ; nor shall the centreboard or sliding keel be considered a part of the vessel for any purposes of measurement.

The Club challenging for the Cup and the Club holding the same may, by mutual consent, make any arrangement satisfactory to both as to the dates, courses, number of trials, rules and sailing regulations, and any and all other conditions of the match, in which case also the ten months' notice may be waived.

In case the parties cannot mutually agree upon the terms of a match, then three races shall be sailed and the winner of two of such races shall be entitled to the Cup. All such races shall be on ocean courses, free from headlands, as follows : The first race, twenty nautical miles to windward and return ; the second race, an equilateral triangular race of thirty-nine nautical miles, the first side of which shall be a beat to windward ; the third race (if necessary) twenty nautical miles to windward and return ; and one week day shall intervene between the conclusion of one race and the starting of the next race.

These ocean courses shall be practicable in all parts for vessels of twenty-two feet draught of water, and shall be selected by the Club holding the Cup ; and these races shall be sailed subject to its rules and sailing regulations so far as the same do not conflict with the provisions of this deed of gift, but without any time allowances whatever. The challenged Club shall not be required to name its representative vessel until at the time agreed upon for the start, but the vessel when named must compete in all the races ; and each of such races must be completed within seven hours.

Should the Club holding the Cup be for any cause dissolved, the Cup shall be transferred to some Club of the same nationality, eligible to challenge under this deed of gift, in trust and subject to its provisions. In the event of the failure of such transfer within three months after such dissolution, said Cup shall revert to the preceding Club holding the same, and under the terms of this deed of gift. It is distinctly understood that the Cup is to be the property of the Club subject to the provisions of this deed, and not the property of the owner or owners of any vessel winning a match.

No vessel which has been defeated in a match for this Cup can be again selected by any Club as its representative until after a contest for it by some other vessel has intervened, or until after the expiration of two years from the time of such defeat. And when a challenge from a Club fulfilling all the conditions required by this instrument has been received, no other challenge can be considered until the pending event has been decided.

AND the said party of the second part hereby accepts the said Cup, subject to the said trust, terms and conditions, and hereby covenants and agrees to and with said party of the first part that it will faithfully and fully see that the foregoing conditions are fully observed and complied with by any contestant for the said Cup during the holding thereof by it ; and that it will assign, transfer and deliver the said Cup to the Foreign Yacht Club whose representative yacht shall have won the same in accordance with the foregoing terms and conditions, provided the said foreign Club shall, by instrument in writing, lawfully executed, enter with said party of the second part into the like covenants as are herein entered into by it, such instrument to contain a like provision for the successive assignees to enter into the same covenants with their respective assignors, and to be executed in duplicate, one to be retained by each Club, and a copy thereof to be forwarded to the said party of the second part.

In Witness Whereof, The said party of the first part has hereunto set his hand and seal, and the said party of the second part has caused its corporate seal to be affixed to these presents and the same to be signed by its Commodore and attested by its Secretary, the day and year first above written.

In the presence of GEORGE L. SCHUYLER. [L. S.]

H. D. HAMILTON.

THE NEW YORK YACHT CLUB,

By ELBRIDGE T. GERRY, *Commodore*,

JOHN H. BIRD, *Secretary*.

[seal of the New York Yacht Club.]

At a meeting of the New York Yacht Club, held on the 17th day of May, 1888, the following preamble and resolution respecting the new deed of gift of the AMERICA'S Cup were unanimously adopted :

"WHEREAS, the Secretary of this Club has received letters, dated November 26, 1887, from the Royal London Yacht Club and from the Yacht Racing Association, representing the principal Yacht Clubs of Europe, and dated February 22, 1888, regretting that the terms of the new deed of gift of the AMERICA'S Cup, presented by GEORGE L. SCHUYLER, and dated October 28, 1887, are such that foreign vessels are unable to challenge ; and whereas in this deed of gift, by which the Cup is now held by this Club, any mutual agreement may be made between the challenged and challenging party ; therefore,

"*Resolved*, That the terms under which the races between GENESTA and PURITAN, GALATEA and MAYFLOWER, and THISTLE and VOLUNTEER were sailed are considered satisfactory to this Club, and a challenge under these terms would be accepted, but with the positive understanding that if the Cup is won by the Club challenging, it shall be held under and subject to the full terms of the new deed, dated October 28, 1887, inasmuch as this Club believes it to be in the interest of all parties, and the terms of which are distinct, fair and sportsman-like."

THE AMERICA'S CUP RECORD OF RACES.

DATE.	NAME.	OWNER.	TON- NAGE.	COURSE.	START. A. M.	FINISH. P. M.	TIME.
Aug. 22, 1881	AMERICA	G. L. Schuyler	170.	From Cowes around Isle of Wight (Atkora Second.)	H. M. S.	H. M. S.	10.00.00
	MAGIC	Franklin Osgood	97.2	N. Y. V. C. Course (Cam.)	H. M. S.	H. M. S.	8.37.00
Aug. 8, 1870	CAMBRIA	J. Ashbury, Esq	227.6	BRIT. Tenth.	H. M. S.	H. M. S.	10.37.00
	LIVONIA	Franklin Osgood	220.	N. Y. V. C. Course	H. M. S.	H. M. S.	6.19.41
Oct. 16, 1871	LIVONIA	J. Ashbury, Esq	280.		H. M. S.	H. M. S.	10.46.45
	COLUMBIA	Franklin Osgood	220.	20 Miles to windward off Sandy Hook	H. M. S.	H. M. S.	12.05.33
Oct. 18, 1871	LIVONIA	J. Ashbury, Esq	280.	Hook Lightship and return.	H. M. S.	H. M. S.	3.07.41
Oct. 19, 1871	COLUMBIA	Franklin Osgood	220.	via disabled.	H. M. S.	H. M. S.	3.18.15
	LIVONIA	J. Ashbury, Esq	280.	20 Miles to windward off Sandy Hook	H. M. S.	H. M. S.	12.03.30
Oct. 21, 1871	LIVONIA	J. Ashbury, Esq	280.	Hook Lightship and return.	H. M. S.	H. M. S.	6.09.23
	SAPHO	W. P. Douglas	310.		H. M. S.	H. M. S.	4.16.17
Oct. 23, 1871	SAPHO	W. P. Douglas	310.	N. Y. V. C. Course	H. M. S.	H. M. S.	5.59.05
	LIVONIA	J. Ashbury, Esq	280.	Hook Lightship and return.	H. M. S.	H. M. S.	6.17.30
Aug. 11, 1876	MADRIENNE	J. S. Dickerson	151.49	N. Y. V. C. Course	H. M. S.	H. M. S.	5.34.53
	COUNTRESS OF DUFFERIN	Major C. Gifford	138.20		H. M. S.	H. M. S.	11.17.06
Aug. 12, 1876	MADRIENNE	J. S. Dickerson	151.49	20 Miles to windward off Sandy Hook	H. M. S.	H. M. S.	12.17.24
	COUNTRESS OF DUFFERIN	Major C. Gifford	138.20	Hook Lightship and return.	H. M. S.	H. M. S.	7.18.46
Nov. 9, 1881	ATLANTA	J. R. Bask	79.27	N. Y. V. C. Course	H. M. S.	H. M. S.	7.46.00
	MISCHEE	Alex. Cutbert	84.		H. M. S.	H. M. S.	4.17.00
Nov. 10, 1881	ATLANTA	J. R. Bask	79.27	16 Miles to leeward from Buoy 5	H. M. S.	H. M. S.	4.54.53
	MISCHEE	Alex. Cutbert	84.	off Sandy Hook and return.	H. M. S.	H. M. S.	4.54.53
Sept. 14, 1885	PURITAN	J. Malcolm Forbes	140.	N. Y. V. C. Course	H. M. S.	H. M. S.	6.22.24
	PENNSA	Sir Richard Sutton, Bart.	80.		H. M. S.	H. M. S.	5.34.52
Sept. 16, 1885	PENNSA	J. Malcolm Forbes	140.	20 Miles to leeward off Sandy Hook	H. M. S.	H. M. S.	12.06.01
	PENNSA	Sir Richard Sutton, Bart.	80.	Hook Lightship and return.	H. M. S.	H. M. S.	5.04.52
Sept. 9, 1886	GAIATRA	(Gen. C. J. Paine	171.74	N. Y. V. C. Course	H. M. S.	H. M. S.	5.26.41
	GAIATRA	Latent. Henn, R. N	171.74		H. M. S.	H. M. S.	4.35.32
Sept. 11, 1886	GAIATRA	(Gen. C. J. Paine	171.74	20 Miles to leeward off Sandy Hook	H. M. S.	H. M. S.	6.42.58
	GAIATRA	Latent. Henn, R. N	171.74	Hook Lightship and return.	H. M. S.	H. M. S.	7.18.09
Sept. 27, 1887	THISTLE	(Gen. C. J. Paine	209.08	N. Y. V. C. Course	H. M. S.	H. M. S.	5.12.41
	THISTLE	James Bell, Esq	209.08		H. M. S.	H. M. S.	4.53.18
Sept. 30, 1887	THISTLE	(Gen. C. J. Paine	209.08	20 Miles to windward off Scot-	H. M. S.	H. M. S.	5.42.56
	THISTLE	James Bell, Esq	209.08	land Lightship and return.	H. M. S.	H. M. S.	5.54.45

* English Tonnage.

CORRESPONDENCE RESULTING IN CHALLENGE FOR 1893.

Correspondence resulting in challenge of the Royal Yacht Squadron on behalf of LORD DUNRAVEN.

"SUDBAHN HOTEL, SEMMERING, September 16, 1892.

"DEAR MR. ODDIE:—I am anxious to bring about, if possible, a race for the America Cup next year, and shall be greatly obliged if you will take an early opportunity of submitting the following proposal to the New York Yacht Club for their, I trust favourable, consideration.

"I will sail a series of matches according to the rules of the 'new deed of gift' with the following exception and addition:

"First.—The length upon the load water line of my vessel to be the only dimension required. This to be sent with the formal notice of challenge, and her Custom House register to follow as soon as practicable.

"Second.—Any excess over the estimated length on the L. W. L. of my vessel to count double in calculating time allowance; but my vessel not, in any case, to exceed such estimated length by more than 2 per cent. The yacht that sails against me not to exceed the estimated length on the L. W. L. of my vessel by more than 2 per cent., and any excess in length beyond the estimated length of my vessel on the L. W. L. to count double in calculating time allowance.

"It is to be understood and agreed that, should I win the Cup, the Club obtaining the custody of it shall hold it open to a challenge on the same conditions as those under which I challenged.

"Should this proposal meet with approval of the New York Yacht Club, as I trust it may, this letter may be considered as my challenge. The formal notice, together with the name, rig, length on L. W. L., etc., of my vessel, will follow immediately on receipt of an intimation of the approval of the Club.

"I may take this opportunity of saying that, if the challenge is accepted, I am perfectly satisfied with the arrangement concerning number of matches, courses, and other details arrived at between the committee and myself in 1889, with one exception. I propose that the exact time of starting each race be settled not less than twenty-four hours before the first race; and that, except only in the case of thick fog, the vessels be started at the specified time should either of them so desire. Should neither yacht express any desire, then the Sailing Committee to exercise their judgment in postponing a race. "As I cannot at present fix the date for the first match I will settle that matter later on with the committee, which, no doubt, the New York Yacht Club will appoint in the event of their accepting my challenge.

"Trusting that they will do so, and that an interesting contest may be the result, I remain, dear Mr. Oddie, yours very faithfully,

"J. V. S. ODDIE, Esq., Secretary New York Yacht Club."
"DUNRAVEN."

On October 18, 1892, the New York Yacht Club held a special meeting, Commodore GERRY in the chair, to consider the above communication, at which the following resolutions were passed and the Commodore appointed a special committee, as below.

"WHEREAS, a communication has been received by this Club from Lord Dunraven, indicating that a challenge for the America's Cup may be sent upon the terms of the deed of trust, with the following exceptions and additions:

“‘First.—The length upon the load water line of my vessel to be the only dimension required. This to be sent with the formal notice of challenge, and her Custom House register to follow as soon as practicable.

“‘Second.—Any excess over the estimated length of the load water line to count double in calculating the time allowance, but my vessel, in any case, not to exceed such estimated length by more than 2 per cent. The yacht that sails against me not to exceed the estimated length on the load water line of my vessel more than 2 per cent., and any excess of length beyond the estimated length of my vessel on the load water line to count double in calculating the allowance’ [followed by another clause which is considered separately hereafter].

“WHEREAS, said terms are allowed by the mutual agreement clause of the trust deed controlling said Cup, and are acceptable to this Club, provided that no yacht of the specified rig, either now existing or under construction, and known to be available for the use of this Club in defending the Cup, shall be barred or penalized. Voted, that a committee of five be appointed with full power to arrange such a match with any qualified Yacht Club, specifying what yachts, if any, are excepted by the above provision.

“WHEREAS, the clause above referred to is as follows: ‘It is to be understood and agreed that should I win the Cup, the Club obtaining the custody of it shall hold it open to a challenge on the same conditions as those under which I challenged.’

“Voted, that said committee be instructed to reply that while the trust deed obliges the Club having the custody of the Cup to accept the conditions therein prescribed, if so elected by the challenger, and as it also permits such Club to accept any conditions mutually agreed on, the Club regards any further understandings or agreements as unnecessary, and will make no agreements that in the event of becoming a challenger it will adopt said terms in its challenge.”

The committee, as appointed, consists of Gen. CHAS. J. PAINE, JAMES D. SMITH, LATHAM A. FISH, ARCHIBALD ROGERS and A. CASS CANFIELD.

At a regular meeting of the New York Yacht Club held on October 27, 1892, Commodore GERRY in the chair, a letter sent by the Cup Committee to LORD DUNRAVEN was read, being as follows:

“NEW YORK, October 20, 1892.

“MY LORD: Your letter of the 16th of September was submitted to the New York Yacht Club at a meeting held October 18. The Club appointed a committee of five, with power to arrange a match for the America’s Cup with any qualified Yacht Club upon the terms of the ‘new deed of gift,’ with the exception that no dimensions except the length of the load water line need be given by the challenger, and the addition that neither yacht shall exceed by more than 2 per cent. the length upon the load water line named by the challenger, and any excess over the length upon the load water line named by the challenger on the part of either yacht shall be counted double in calculating time allowance; provided that no yacht of the specified rig either now existing or under construction, and known to be available for the use of this Club in defending the Cup, shall be barred or penalized.

“This committee cannot, of course, say what yachts excepted by the above proviso exceed by 2 per cent. the load water line of your vessel until they are informed of the intended length.

“We note that the above terms seem to infer the time allowance of the New York Yacht Club, which we therefore consider part of the proposition.

“We would further add that as to the details of sailing the match alluded

to in your letter, we think they can be easily arranged after a challenge has been made in the proper form by a qualified Yacht Club.

"Regarding your Lordship's proposition that, 'it is to be understood and agreed that should I win the Cup the Club obtaining the custody of it shall hold it open to a challenge on the same conditions as those under which I challenged,' we are instructed by the New York Yacht Club to reply 'that while the trust deed obliges the Club having the custody of the Cup to accept the conditions therein prescribed if so elected by the challenger, as it also permits such Club to accept any conditions mutually agreed on, this Club regards any further understandings or agreements as unnecessary, and will make no agreement that in the event of becoming a challenger it will adopt said terms in its challenge.'

"This committee heartily concurs with your Lordship in expressing the hope that next year may be productive of a most interesting international contest.

"I have the honor to remain, very respectfully,

"CHARLES J. PAINE, *Chairman*."

LORD DUNRAVEN'S reply :

"DUNRAVEN CASTLE, BRIDGEEND, GLAMORGAN, November 7.

"SIR: I have to acknowledge the receipt of your letter of the 20th of October, containing the reply of your committee to my letter of 16th of September.

"On the general terms of the races we seem to be at one. With regard to your remark that 'as to the details of sailing the match alluded to in your letter, we think they can be easily arranged after a challenge has been made in proper form by a qualified Yacht Club,' I take it that the details would be arranged within the propositions made in former letters.

"With regard to your proviso 'that no yacht of the specified rig, either now existing or under construction,' I am quite agreeable to sail any such yacht without any penalty beyond taking or giving the ordinary trial allowances according to the New York Yacht Club's rules; and as my letter seems to have been ambiguous on this point, I may say it was under that rule of measurement and scale of time allowance that I proposed the match should be sailed. In 1889 I suggested that in calculating time allowance the mean of the rules in use by the challenging and challenged Clubs should be taken, but the committee did not then see their way to agree, and I have no wish to re-open the question. In respect of the final clause of your letter, I stipulated that 'should I win the Cup, the Club obtaining the custody of it should hold it, open to a challenge on the same conditions as those under which I challenged.' To this I adhere, as being only in accordance with my own idea of fair play, and no Yacht Club would place itself in the position of having the power to expect, or of appearing to expect, as the party challenged, terms different to those under which it challenged. But, feeling that your committee, with, I am sure, equal faith, believe in the absolute fairness of the conditions laid down in the deed of 1887, I had no intention of barring a challenge under these conditions. To make these perfectly clear I am quite willing to substitute for my former stipulations, 'It is to be understood and agreed that should I win the Cup, the Club obtaining the custody of it should hold it subject to a challenge on precisely similar terms to those under which I challenged, provided, always, that the Club shall not refuse a challenge in accordance with the conditions laid down in the deed of 1887, and is at liberty to make any arrangement mutually agreed upon, as provided for in the deeds of 1857, 1882 and 1887.'

"I trust that no difference now exists between us, and on your cabling me that a challenge on the terms of my former letter, as herein modified, will be

accepted, I shall at once endeavor to arrange for a formal challenge being sent through a qualified Yacht Club. I remain, yours faithfully,

"DUNRAVEN."

The following reply was sent by cable :

"NEW YORK, November 21.

"LORD DUNRAVEN, 27 Norfolk Street, London :

"Committee will recommend the Club to accept a formal challenge based on your letter of the 7th November if reference to former deeds is omitted.

"PAINE."

On November 26, at 12:40 P.M., the following cable was received and posted in the Club House :

"ADARE, November 26.

"GENERAL PAINE, New York Yacht Club, 67 Madison Avenue, New York City :

"Secretary of Squadron wires me challenge mailed Oddie to-day. Reference to the former deed is omitted.

"A. CASS CANFIELD, Secretary America Cup Committee."

THE CHALLENGE.

"R. Y. S. CASTLE, COWES, November 25, 1892.

"DEAR SIR :—I am requested by the Earl of Dunraven to forward you a formal challenge for the America Cup on the following conditions, which, I understand, have been agreed to between Lord Dunraven and the committee appointed by the New York Yacht Club to conduct negotiations and arrange all details, viz :

"First.—The length upon the load water line of the challenging vessel to be the only dimension required. This to be sent with the challenge, and the Custom House register to follow as soon as possible.

"Second.—Any excess over the estimated length on the load water line of the challenging vessel to count double in calculating the time allowance ; but the challenging vessel not to exceed, in any case, such estimated length by more than 2 per cent. The yacht that sails against the challenging vessel not to exceed the estimated length on the load water line of the challenging vessel by more than 2 per cent., and any excess of length beyond the estimated length of the challenging vessel on the load water line to count double in calculating time allowance ; provided that no yacht of the specified rig existing or under construction on October 20, 1892, and available for the use of the New York Yacht Club in defending the Cup, shall be barred or penalized beyond taking or giving the ordinary time allowance according to the New York Yacht Club rules.

"Third.—It is to be understood and agreed that, should the Cup come into the custody of a British Yacht Club, it shall be held subject to a challenge on precisely similar terms to those contained in this challenge ; provided, always, that such Club shall not refuse a challenge according to the conditions laid down in the deed of 1887.

"I therefore, and on behalf of the Royal Yacht Squadron, and in the name of the Earl of Dunraven, a member of the Squadron, challenge to sail a series of matches with the yacht Valkyrie, against any one yacht or vessel constructed in the United States of America, for the America Cup, and I would suggest that the matches should be sailed in August or September, 1893. Lord Dunraven would be glad if the precise dates can be left open for a time, but if your committee so desire it he will name an exact date on hearing from them.

"The following are the particulars of the challenging vessel :

"Owner—Earl of Dunraven.

"Name of Yacht—Valkyrie.

"Rig—Cutter.

"Length on load-water line—85 ft.

"The Custom House measurement will follow as soon as the vessel can be measured for registration.

"I shall be much obliged if you will cable me the receipt of this challenge, and let me have a reply by letter as soon as the matter has been laid before the committee.

"I have the honor to be, dear sir,

"Your obedient servant,

"RICHARD GRANT,

"Secretary Royal Yacht Squadron.

"To J. V. S. ODDIE, Esq., Secretary New York Yacht Club."

THE CHALLENGE ACCEPTED.

At a special meeting of the New York Yacht Club, held on December 13, 1892, Commodore GERRY in the chair, the Cup Committee reported as follows :

REPORT OF THE COMMITTEE.

In regard to this challenge your committee had agreed to recommend for acceptance a challenge based upon Lord Dunraven's letter of November 7, in which he writes : " I trust * * * that a challenge on the terms of my former letter, as herein modified, will be accepted."

In the former letter, here alluded to, that of September 16, to Mr. Oddie, Lord Dunraven writes : " I will sail a series of matches under the rules of the new deed of gift, with the following exceptions and additions."

This clause your committee considers as the basis of the whole negotiation.

The terms of this letter to Mr. Oddie had been declared by the New York Yacht Club as acceptable with certain exceptions, which do not affect the force of the clause above quoted. The challenge contains no reference or equivalent to this clause, but, purporting to recapitulate the stipulations required and agreed to, fails to characterize them as exceptions or additions at all, and so does not even imply the existence of the other and very important conditions of the deed, such, for instance, as the covenants and agreements required on the part of the winner of the America Cup under the rules of the new deed of gift. Further, the challenge in no way sanctions the use of the preceding correspondence for the purpose of its interpretation.

Your committee feared that this omission from the challenge of the explicit statement contained in Lord Dunraven's letter might involve a risk of some future misunderstanding, and considered that the most expeditious method of preventing any possible misunderstanding would be to obtain authority from Lord Dunraven to use his letters upon which the challenge was to be based as explanatory of the challenge itself. As the committee feared that the limited time would prevent the obtaining of an authorization by the Squadron to use Lord Dunraven's letter, the following cable was sent :

" To LORD DUNRAVEN :

" Challenge, if explained by your letters, satisfactory. Do you agree?
Club meeting Tuesday.

" NEW YORK, December 6.
" (Signed) PAINE."

To this the following reply was received :

" PAINE, New York Yacht Club :

" Copy following cablegram received : ' Challenge, if explained by your letters, satisfactory. Do you agree ? Club meeting Tuesday.' Message ends. I don't understand. Challenge is in accordance with your cablegram of 22d.

" To DUNRAVEN :

" Will you authorize us to use your letters, September 16 and November 7, as explaining challenge ?

On December 9 the following reply was received :

" To GENERAL PAINE :

" Yes, certainly ; cable definitely, London.

" (Signed) DUNRAVEN."

As above requested to reply definitely, the committee sent the following reply, December 10 :

" LORD DUNRAVEN, Norfolk Street, London :

" Your September letter proposes match according rules new deed of gift, with modifications ; challenge states these, but not as exceptions or additions to new deed. Your cablegram, ' yes, certainly ' is satisfactory.

" (Signed) PAINE."

On December 12 the following was received :

" PAINE :

" Have no authority from Squadron, relying upon yours of November 22d, believing everything finally settled, challenge forwarded, terms you requested, alteration impossible. I cannot further delay. Please cable definite acceptance or refusal.

" (Signed) DUNRAVEN."

At 12.30 A.M., December 13, the following cable was sent by the committee :

" To LORD DUNRAVEN :

" Committee and Club meeting to-day. Will cable result immediately.

" PAINE."

In conclusion, your committee would offer the following resolution :

RESOLVED, That this Club accept the challenge of the Royal Yacht Squadron, in the name of the Earl of Dunraven, for the America Cup, the match to begin ten months from December 5, 1892, the date of the receipt of the said challenge by the New York Yacht Club, but the date of the match to be subject to alteration for mutual convenience and by mutual consent.

(Signed) CHARLES J. PAINE.

JAMES D. SMITH.

LATHAM A. FISH.

ARCHIBALD ROGERS.

A. CASS CANFIELD, *Secretary*.

This last resolution was unanimously passed.

CONDITIONS OF THE CUP RACES.

The Cup Committee of the New York Yacht Club have drawn up a statement of the conditions under which the coming races will be sailed and they have been sent to LORD DUNRAVEN with the following letter :

" MY LORD :—I have the honor to inclose a memorandum of agreement in regard to the details for sailing the international races for the America's Cup, which have been practically agreed to in our correspondence.

" Our committee would be glad to have an expression of your wishes as to the selection of an umpire.

" Any details not provided for in this agreement had better be kept for settlement till your arrival in this country.

" We desire to offer you such information and services as are within our power before your arrival here, and also, on behalf of the New York Yacht Club, to extend the fullest hospitality. Very truly yours,

" JAMES D. SMITH, *Chairman*.
" To LORD DUNRAVEN, No. 27 Norfolk street, Park Lane W., London."

The conditions are as follows :

Number of Races.

The match shall be decided by the winning of three out of five races.

Courses.

Starting from either Scotland Lightship or Sandy Hook Lightship.

First Race.—To windward or leeward and return.

Second Race.—Equilateral triangle, one side—the first, if possible—to windward.

Third Race.—Similar to the first race.

Fourth Race.—Similar to the second race.

Fifth Race.—Similar to the first race.

The starting line and compass bearings shall be announced as early as practicable.

Length of Courses.

Courses shall be as nearly as possible 30 nautical miles in length.

Start.

The exact time of starting each race, except postponed races, shall be settled not less than twenty-four hours before the first race, and this time shall be changed only as follows :

First.—In case of fog.

Second.—In case both yachts consent to a postponement.

Third.—In case of accident, as hereinafter provided.

A preparatory signal shall be given ten minutes before the starting signal in order to establish the official time of the Regatta Committee, and the time of the yachts shall be reckoned from the starting signal as though both crossed the line at that instant.

Time of Making Races.

Any race in which the elapsed time of the yacht finishing first exceeds six hours shall not count and must be resailed.

Time Allowances.

The system of measurement, time allowance and racing rules of the New York Yacht Club shall govern the races, with the proviso as agreed, that any excess of load water line of 85 ft. shall be counted double in calculating the sailing length for time allowance.

Date of Races.

The first race shall be fixed for October 5 (this date was since changed to September 28), subject to change by mutual agreement; the other race shall follow the date of the first race with an interval of one day. Dates and time of starting postponed races shall be settled by mutual agreement.

Accidents.

In case of a serious accident to either yacht prior to the starting signal she shall have sufficient time to effect repairs before being required to start, or if during a race, before being required to start in the next race.

Representative of the New York Yacht Club.

The yacht selected to defend the Cup shall be named one week prior to the first race.

Manual Power.

Manual power only shall be used for working the competing vessels.

The challenging yacht, the VALKYRIE, is a keel cutter, of composite build, designed by G. L. Watson and built by Messrs D. & W. Henderson & Co., of Glasgow, Scotland for the Earl of Dunraven. It was launched on April 29, 1893. Length over all 126 ft.; length on load water line 85 ft. 6 in.; beam 20 ft. 6 in.; draught 16 ft. 6.; sail area 10,207.4 and rating 147.70.

The following yachts have been built to defend the Cup:

COLONIA, keel cutter, designed by N. G. Herreshoff and built of steel by the Herreshoff Manufacturing Co., at Bristol, Rhode Island, for Archibald Rogers, *et al.* It was launched on May 15, 1893. Length over all 119 ft.; length load water line 85 ft.; beam 24 ft.; depth of hold 16 ft. 4 in.; tonnage, gross, 136.22, net 129.41.

PILGRIM, fin keel cutter, designed by Stewart & Binney and built of steel by Pusey & Jones, of Wilmington, Del., for R. Suydam Palmer, Bayard Thayer, W. Amory Gardner, Chas. H. Taylor, David Sears, Henry F. Sears, Chas. G. Weld, Washington B. Thomas and others. It was launched on June 12, 1893. Length over all 122 ft.; length on load water line 85 ft.; beam 23 ft.; draught 22 ft.

JUBILEE, centre-plate sloop, designed by John B. Payne and built of steel by Geo. Lawley & Son Corporation, at South Boston, Mass., for Gen. Charles J. Paine. It was launched on June 14, 1893. Length over all 120 ft.; length on load water line 85 ft.; beam 22 ft. 6 in.; draught 13 ft. 6 in.

VIGILANT, centre-plate cutter, designed by N. G. Herreshoff and built of Tobin bronze and steel by Herreshoff Manufacturing Co., of Bristol, Rhode Island, for C. Oliver Iselin, E. D. Morgan, August Belmont, Oliver Belmont, Cornelius Vanderbilt, Charles R. Flint, Chester W. Chapin, George C. Clark, Henry Morris, representing estate of Harry Astor Carey, Dr. W. H. Barton, E. M. Fulton, Jr. It was launched on June 14, 1893. Length over all 128 ft.; length on load water line 86 $\frac{3}{4}$ ft.; beam 26 ft.; draught 14 ft.

NOTE.—The above measurements are approximate only, as the yachts have not yet been officially measured. The actual measurements will appear in a second edition of the Souvenir.

PATENT PUMP WATER CLOSET

FOR

Yachts, Launches,
Pilot Boats, etc.

Patented and Manufactured by

**Alfred B. Sands
& Son,**

— PLUMBERS, —

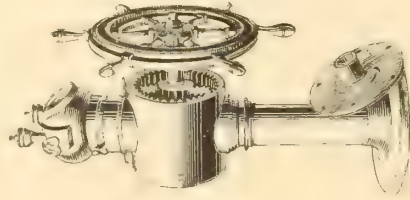
STEAM FITTERS AND
COPPERSMITHS.

Manufacturers of Yacht and
Ship Water Closets, Age, Tank,
Deck, Sink and Bin Pumps,
Galvanized Iron and Copper
Tanks, Hand and Foot Sinks, Leads,
Brass and Copper Ventilators.

**VACHT PLUMBING A
SPECIALTY.**

FOR ABOVE OR BELOW WATER LINE.

ALFRED B. SANDS & SON, 134 Beekman St., New York.



SNELLING'S PATENT STEERER.

In use on Yachts Sagamore, Sapphire, Unknowa,
Spindrift, Nautilus, Aquilo, &c., &c.

J. H. Snelling, 158 South St., N.Y.

Patent Steering Apparatus, Windlasses, Bridge
Rails, Mast Saddles, Winches, Ventilators,
Stanchions, Davits, &c.

Fine Brass Work for Yachts.

PREPARED BY

Monitor Side Lights and Deck Lights.

VACHT CHANDLERY.

Brass Polish, Yacht Marline, Spar Varnish, Mastine, Eddy stones,
Buckets, Mops, &c., &c.

Howard Place,

162-163 SOUTH STREET,

Corner Dover Street, - NEW YORK CITY.

Yacht Outfitter.

A FULL LINE OF YACHTING UNIFORMS and CLUB
CAPS ALWAYS ON HAND.

SEND FOR ILLUSTRATED CATALOGUE.



C. & R. POILLON,
Shipwrights, Caulkers and Spar Makers,

No. 224 SOUTH STREET

(Opposite the Screw Docks.)

Shipyard and Wharves, Foot of Clinton Street, South Brooklyn.

TELEPHONES: New York, "528 Cortlandt;" Brooklyn "1010."

Special Attention Given to Yacht Building and Repairing.

First class Wharf Accommodations. Vessels taken up on any of the Docks and Railways in New York or Brooklyn.

ANDREW MILLS,

Flag Manufacturer,

FLAGS OF ALL NATIONS,

Ensigns, Jacks, Burgees, House Flags, Private and Code Signals.

YACHT FLAGS AND SAILS A SPECIALTY.

53 SOUTH STREET,

One Block below Wall St.,

NEW YORK.

STANWOOD & CO.,

Yacht Supplies, Ship Chandlery and Hardware,

—ALSO ENGINE ROOM STORES—

PAINTS AND OILS.

FLAGS TO ORDER.

722 THIRD AVENUE,

Head Tebo's Pier, - - - SOUTH BROOKLYN, N. Y.

Telephone, 154 South.

The Best Assortment of—

YACHT - AND - CANOE - SUPPLIES

_____ **in the City at**

CHARLES D. DURKEE & CO.'S

(SUCCESSORS TO RANKIN & DURKEE).

26 SOUTH STREET,

NEW YORK.

TELEPHONE, 3335 CORTLANDT.

A. C. A. GOODS.



COPYRIGHT '93

VIGILANT

REPRODUCED BY THE

THOMAS MANNING, 45 BEAVER ST.,

BY APPOINTMENT

Agent for the Sale of Charts and Publications

OF THE

U. S. COAST AND GEODETIC SURVEY.

Catalogue of Charts and Publications Mailed Free.

TIDE TABLES, COAST PILOTS, ELDRIDGE'S CHARTS AND BOOKS,
UNITED STATES HYDROGRAPHIC CHARTS, ETC.

We refer to owners and masters of the principal yachts of New York and New England.

John M. Sawyer & Son,

Established 1852,

**Yacht Sail Makers,
84 and 85 South Street,**

And Foot of 55th St., Atlantic Yacht Basin, Brooklyn,

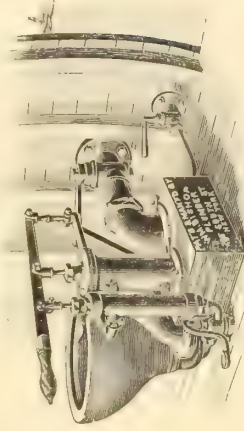
New York.

The fit and workmanship of our Sails are well known throughout the country.



PATENT PUMP WATER CLOSET.

For Above or Below Water Line, for Yachts, Pilot Boats,
Launches, Naval Ships, etc.



**Makers of Brass and Copper Pumps Ventilators,
Folding Basins, etc.**

Our No. 1, which we have just put on the market, is identically the same as our No. 1, only much smaller and lighter (we got them up especially for Racing Yachts and Small Launches, or Large Yachts where cramped for room), as they can be put in a space 16 in. x 16 in. and weigh all complete, set in Yacht, 80 pounds. No pipes above seat; we connect them just as shown in cut.

Yacht Plumbing is our Specialty.

WILLIAM BISHOP & SONS, 205 South St., New York City.

TELEPHONE. 4811 CORTLANDT.

The Hazard Manufacturing Co.,

MANUFACTURERS OF



Large Stock always
on hand.

Any desired lengths
cut to order.

Special Galvanized Crucible Steel for Yachts.

Gen'l Office and Works, Wilkesbarre, Pa.

Office and Warehouse, No. 87 Liberty St., New York City.



NAVALITE.



A Marine Varnish of Remarkable Properties.

Chicago Varnish Co., Pearl St. & Maiden Lane, N. Y. }
 ON BOARD ALICIA, }
 MAMARONECK, N. Y., August 15th, 1893. }
 Gentlemen: I have used your Varnish on Steam Yacht Alicia (H. M. Flag-
 ler, Esq., owner), and found it all represented to be, and with great pleasure
 commend it as a Varnish particularly adapted to teak deck houses and other
 exposed hard wood, and am,
 Yours very truly,
 [Signed] IRVING TITUS, Master.

Chicago Varnish Co., }
 ON BOARD WANDA, }
 NEWPORT, August 23, 1893. }
 Gentlemen: Your Navalite was put on Steam Yacht Wanda July 2, 1893,
 and it has given better satisfaction than any Spar Varnish we ever used; it
 stands the effects of foggy weather without turning white, and is the only
 Spar Varnish we ever used standing that test. Yours respectfully,
 [Signed] D. A. BRANT, Master Steam Yacht Wanda.

Read opinion of Captain Sherlock, Master of Racing Yacht Pilgrim, photo-
 gravure of which yacht appears opposite:
 JAMES STILLMAN, Esq., Banker (Owner).

ON BOARD PILGRIM, }
 BOSTON, August 29th, 1893. }
 To Chicago Varnish Co., }
 Gentlemen: I have used your Navalite on the Yacht Pilgrim and have
 found it the best Varnish I ever used.
 Yours truly,
 [Signed] CAPTAIN EDW. SHERLOCK.

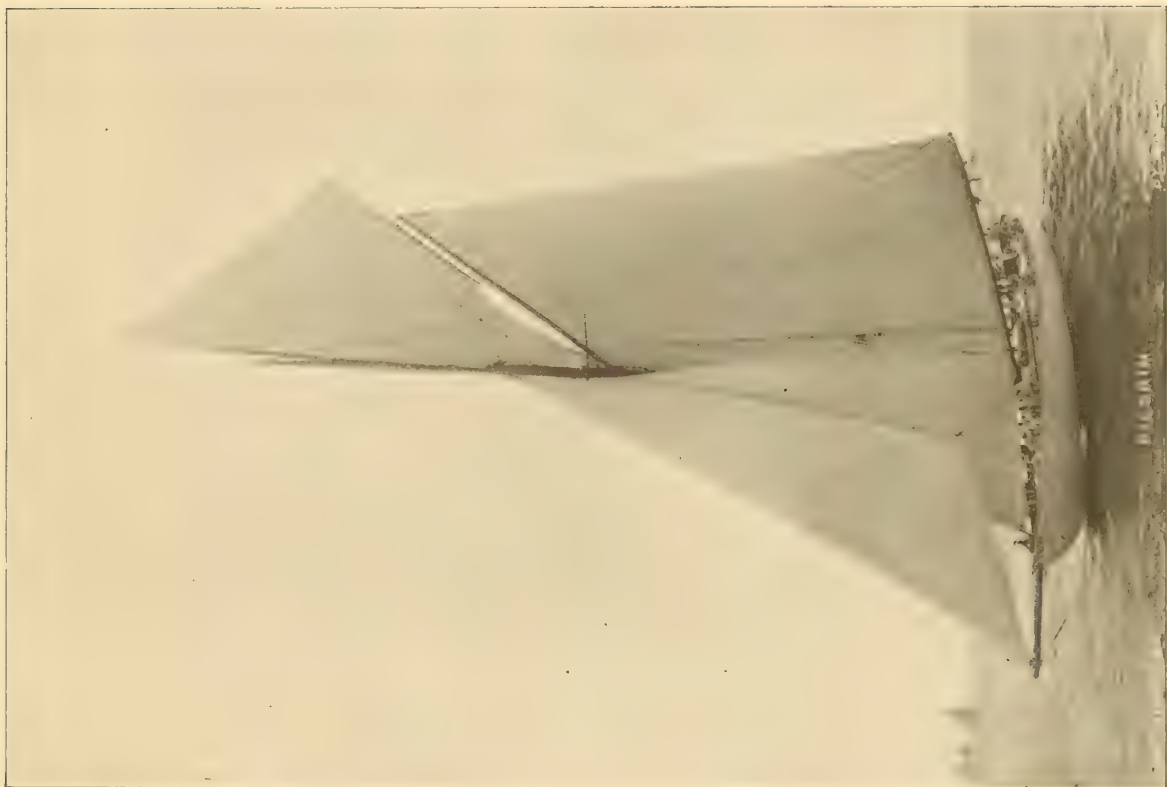
Chicago Varnish Co., Maiden Lane & Pearl, N. Y. }
 ON BOARD YACHT CORSAIR, }
 NEW YORK, September 4, 1893. }
 Gentlemen: After one month's trial in New York Bay, one month in fog
 on coast of Maine and a thorough soaking in the gale of August 20th, I am
 satisfied that your Navalite Marine Varnish has no equal. It looks as well
 now as when first applied.
 [Signed] CHARLES F. BAILEY, Master Yacht Corsair.
 J. PIERPONT MORGAN (Owner).

**INSIST upon getting Navalite. Take no Substitute. A thorough
 test of Navalite will convince the most skeptic.**

MANUFACTURED ONLY BY

CHICAGO VARNISH CO.,

Pearl and Maiden Lane, New York, Chicago, Philadelphia and Boston.



CHARLES E. BOLLES,

244 FULTON STREET, CORNER —CLARK STREET. BROOKLYN.

Makes a Specialty of

PHOTOGRAPHING YACHTS,

UNDER SAIL OR STEAM,

YACHT INTERIORS AND GROUPS.

Mr. Bolles desires to call the attention of Yachtsmen to his full and complete collection of

PHOTOGRAPHS OF THE CUP DEFENDERS,

“Colonia,” “Vigilant,” “Jubilee,” and “Pilgrim.”

These Photographs are 8 x 10 inches, excellently finished and mounted, and are as follows:

Two different views of each yacht taken on their trial trips. (Eight in all.)

One view of each on Dry Dock. (Four.)

“Vigilant” and “Colonia,” Commodore’s Cup Race, August 7th. (Two.)

One view of each under Club topsails, Goelet Cup Race, August 11th. (Four.)

Three different views of “Navahoe,” Racing Rig; one in Cruising Rig.

These Photographs can be sent by mail on receipt of price, \$1 each.

Also a large and constantly increasing collection of other Yachts.

RECORD OF RACES

SAILED BY THE "VALKYRIE,"

Royal Thames Yacht Club.

MAY 25, 1893.—FOR YACHTS EXCEEDING 40-RATING.

Course, from the Lower Hope, round the Mouse Lightship, and return to Gravesend. Y. R. A. rules for a 50 mile course. Wind W. N. W.

NAME, CLASS AND RIG.	RATING.	TIME ALLOW- ANCE.	START.	FINISH.	ELAPSED TIME.	COR- RECTED TIME.
* Britannia	—	M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Valkyrie	—	Allows.	12.05.00	5.26.09	5.21.09	5.21.09
Calluna	—	50	12.05.00	5.33.33	5.28.33	5.27.43
† Iverna	127	4.27	12.05.20	Did not finish.	—	—
	114	7.30	12.05.00	5.38.08	5.33.08	5.25.38

* Winner † Second

Royal London Yacht Club.

MAY 27, 1893.—OPEN TO ALL YACHTS EXCEEDING 40-RATING.

Course, from the Lower Hope, round the Mouse Lightship, and return to Gravesend. Wind N. N. E.

† Britannia	154	Allows.	12.40.00	5.56.19	6.16.19
* Iverna	114	6.53	12.40.00	5.57.13	6.10.20
Valkyrie	149	.50	12.40.00	6.00.32	6.19.42

* Winner. † Second.

New Thames Yacht Club.

June 3, 1893.—OPEN TO ALL YACHTS EXCEEDING 15-RATING BELONGING TO ANY RECOGNIZED YACHT CLUB.

—Course, Swin Middle Lightship, to Cork Light vessel, finishing between the markboat off Northwest Ridge and the committee boat. Y. R. A. time allowance for 50-mile course.

Britannia	154	1.28	9.25.00	4.55.24	7.30.24	7.28.56
† Satanita	164	Allows.	9.25.00	4.52.58	7.27.58	7.27.58
* Valkyrie	149	2.18	9.25.00	4.42.53	7.17.53	7.15.35
Calluna	127	5.54	9.25.00	4.59.43	7.34.43	7.28.49
Iverna	114	8.21	9.25.00	5.16.48	7.51.48	7.43.27

* Winner † Second.

Royal Harwich Yacht Club.

JUNE 5, 1893. OPEN TO ALL YACHTS EXCEEDING 40-RATING.—Course, from Harwich Harbour to Bell Buoy, to Shipwash Lightship, to the Cork Lightship, to the Cork Sand Buoy, Bell Buoy, and return. Y. R. A. allowance for 37 miles.

NAME, CLASS AND RIG.	RATING.	TIME ALLOW.	START.	FINISH.	TIME USED.	CORRECTION.
†Britannia	152	1.22	H. M. S. 10.14.00	H. M. S. 7.22.37	H. M. S. 9.08.37	H. M. S. 9.07.15
*Satanita	164	Allows.	10.15.55	Disabled.		
*Valkyrie	143	2.10	10.15.45	7.21.12	9.05.27	9.03.17
Iverna	114	6.11	10.15.30	8.35.07	10.10.37	10.13.26
Calluna	129	4.07	10.18.15	8.35.50	10.17.35	10.13.28

* Winner.

† Second.

JUNE 6, 1893.—OPEN TO YACHTS EXCEEDING 40-RATING.—Course, round the Shipwash and Sunk Light vessels to and around Cork Light vessels to the harbor. Distance 37 miles.

Satanita	105	Allows.	11.00.00	4.46.32	5.46.32
†Britannia---	152	1.22	11.00.00	4.34.45	5.34.45
*Valkyrie	145	2.10	11.00.00	4.32.26	5.33.23
Calluna	129	4.07	11.00.00	5.08.09	5.30.16
Iverna	114	6.11	11.00.00	4.58.14	6.04.02
					5.52.03

* Winner.

† Second.

Royal Thames Yacht Club.

JUNE 10, 1893. OPEN TO ALL YACHTS OF ANY RIG OF NOT LESS THAN 15-RATING.—Course, from the Nore to Dover. Time allowances for a 60-mile course.

*Britannia (Cutter)	151	—	10.05.00	3.03.05	4.58.05
†Valkyrie (Cutter)---	150	—	10.05.00	3.03.22	4.58.22
Satanita (Cutter)---	164	—	10.05.00	3.08.57	5.03.57
Calluna (Cutter)---	129	—	10.05.00	3.10.31	5.05.31
Iverna (Cutter)---	114	—	10.05.00	3.21.37	5.16.37
Amphitrite (Sloop)	132	—	10.05.00	Not timed.	—

* Winner.

† Second.

Royal Cinque Ports Yacht Club.

JUNE 12, 1893. OPEN TO ALL YACHTS EXCEEDING 40-RATING.—Course, Dover Bay, round the Varne Buoy and the South Goodwin Lightship to Flagboat in Dover bay, twice round, distance 44 miles. Wind, E. N. E.

NAME, CLASS AND RIG.	RATING.	TIME ALLOW- ANCE.		START.	FINISH.		ELAPSED TIME.	COR- RECTED TIME.
		M. S.	H. M. S.		H. M. S.	H. M. S.		
*Britannia.	151	Allows.		11.12.03	3.34.12	H. M. S.	4.22.09	H. M. S.
Valkyrie	150	0.11		11.11.05	Disabld.	—	—	—
Iverna	114	4.10		11.15.12	3.57.32	4.42.20	4.38.10	
†Calluna	127	3.25		11.15.40	3.51.41	4.36.01	4.32.36	

* Winner. † Second.

JUNE 13, 1893. OPEN TO ALL YACHTS EXCEEDING 20-RATING.—Course, Dover to Boulogne and back. Wind, N. E.

Britannia	151	—	Disabled.	—	—	—	—	—
Valkyrie	150	—	Disabled.	—	—	—	—	—
*Calluna	127	—	—	3.23.37	—	—	—	—
†Iverna	114	—	—	3.32.29	—	—	—	—
Mabel	98	—	—	3.51.42	—	—	—	—
Lais	49	—	—	4.11.43	—	—	—	—
Vendetta	49	—	Disabled	—	—	—	—	—
Varuna	49	—	—	4.17.32	—	—	—	—

* Winner. † Second.

Royal Southern Yacht Club.

JUNE 17, 1893. FOR ANY YACHTS EXCEEDING 40-RATING.—Course, from off Calshot Castle, round Calshot Spit Lightship, round the East Buoy of Lepe Bank, and the East Sturbridge Buoy to the starting line, twice round. V. R. A. time allowance for 42 miles.

Satanita	162	Allows.	10.30.00	4.59.03	6.29.03	6.29.03
†Britannia	151	1.35	10.30.00	4.48.31	6.18.31	6.16.56
*Valkyrie	150	1.42	10.30.00	4.42.59	6.12.59	6.11.17
Calluna	131	4.16	10.30.00	5.49.08	7.19.08	7.14.52
Iverna	114	6.51	10.30.00	5.51.30	7.21.30	7.14.36

* Winner. † Second.

Royal Mersey Yacht Club.

JUNE 26, 1893. OPEN TO FIRST-CLASS YACHTS EXCEEDING 40-RATING. Course, from the Flagship, New Brighton, to the North-West Lightship, thence to the West Hoyle Buoy, returning by way of the North-West Lightship, leaving it on the port hand, back again to the West Hoyle Buoy, thence to the North-West Lightship and finish off St. George's Landing Stage. Y. R. A. time allowance for 65 miles. Wind Northerly.

NAME, CLASS AND REG.	RATING.	TIME ALLOWED YACHT.	START.	FINISH.	LEAST TIME.	CORRECTION.
Satanita.....	162	M. S. Allows.	H. M. S. 1.08.54	H. M. S. 6.25.10	H. M. S. 5.16.16	U. M. S. 5.16.16
*Britannia.....	151	2.07	1.06.33	6.23.21	5.16.48	5.11.11
†Valkyrie.....	148	2.43	1.06.34	6.13.05	5.06.31	5.03.48
Iverna.....	114	10.23	1.06.28	Not timed.	---	---

* Winner. † Second.

Royal Largs Yacht Club.

JUNE 29, 1893. FOR FIRST-CLASS YACHTS EXCEEDING 40-RATING.—Course, from Largs round a Flagboat in Wemyss Bay, thence round Barnhill Buoy in Rothesay Bay, round a Flagboat off Lord Bute's and back to Largs, twice round, and distance from Largs to Barnhill Buoy and back. Y. R. A. allowance for 48 miles.

*Britannia.....	151	1.30	10.35.00	3.09.32	4.34.32	4.33.02
†Satanita.....	162	Allows.	10.35.00	3.12.20	4.37.20	4.37.20
Valkyrie.....	148	2.00	10.35.00	3.14.37	4.39.37	4.37.37
Iverna.....	114	7.40	10.35.00	Gave up.	---	---

* Winner. † Second.

Royal Northern Yacht Club.

JULY 1, 1893.—OPEN TO ALL YACHTS EXCEEDING 40-RATING.—Course, from Rothesay Bay, round Flagboats off Mount Stuart, Largs and Wemyss Bay and back, twice round, with a distance from Rothesay Bay to Largs and back. Distance, 50 miles.

Satanita.....	162	Allows.	10.05.00	7.11.03	9.06.03	9.06.03
*Britannia.....	151	1.37	10.05.00	7.09.12	9.04.12	9.02.35
†Valkyrie.....	148	3.05	10.05.00	7.12.38	9.07.38	9.04.33
Calluna.....	140	3.20	10.05.00	7.14.40	9.09.40	9.06.20
Iverna.....	114	7.49	10.05.00	Gave up.	---	---

* Winner. † Second.

Royal Northern Yacht Club—Continued.

JULY 3, 1893.—OPEN TO ALL YACHTS EXCEEDING 40-RATING.—Course, from Rothesay Bay round Flagboats off Mount Stuart, Largs and Wemyss Bay, and back, twice round, with a distance from Rothesay Bay to Largs and back. Distance 50 miles; distance covered about 19 miles. Wind very light, Northerly.

NAME, CLASS AND RIG.	RATING.	TIME ALLOW- ANCE.	START.	FINISH.	ELAPSED TIME.	COR- RECTED TIME.
Satanita-----	162	Allows.	H. M. S.	H. M. S.	—	—
Britannia-----	151	1.27	—	4.35.32	—	—
†Valkyrie-----	148	3.05	—	4.46.44	—	—
*Calluna-----	140	3.20	—	4.27.04	—	—
Iverna-----	114	7.49	—	4.26.06	—	—
				4.38.29	—	—

* Winner. † Second.

Royal Western, of Scotland, Yacht Club.

JULY 4, 1893. OPEN TO FIRST-CLASS YACHTS EXCEEDING 40-RATING.—Course, from Wemyss Bay round Flagboats off Largs and Mount Stuart House and back to the starting line; three times round. Distance 48 miles. Wind Easterly. Sea smooth.

Satanita-----	162	Allows.	11.13.35	Not timed.	—
Britannia-----	151	1.33	11.13.20	Gave up.	—
*Valkyrie-----	148	2.00	11.14.35	4.18.33	5.03.58 5.01.58
Calluna-----	140	3.12	11.14.05	Gave up.	—
†Iverna-----	114	7.39	11.15.35	4.29.35	5.14.00 5.06.21

* Winner. † Second.

Mudhook Yacht Club.

JULY 5, 1893.—FOR YACHTS EXCEEDING 40-RATING.

Course, from Hunter's Quay, passing between Commodore and No. 1 markboat, thence to markboat off Skelmorlie, thence to markboat off Ascog, Bute, thence to markboat off Kilcreggan, thence to No. 1 markboat; twice round. Distance for time allowance to be taken as 50 miles. Wind N. E.

†Satanita-----	162	Allows.	10.30.00	4.37.43	6.07.43
*Valkyrie-----	148	2.05	10.30.00	4.38.10	6.08.10 6.06.05
Iverna-----	114	7.59	10.30.00	5.03.40	6.33.40 6.25.41

* Winner. † Second.

Clyde Corinthian Yacht Club.

JULY 7, 1893.—OPEN TO YACHTS OF ANY RIG EXCEEDING 40-RATING.—Course, from Hunter's Quay, round Flagboats off Skelmorlie measured mile, Ascog Church and Kilcreggan, thence to starting line, twice round. Y. R. A. time allowance for 50 miles. Wind light, Easterly.

NAME, CLASS AND RIG.	RATING.	TIME ALLOWANCE.	START.	FINISH.	ELAPSED TIME.	CORRECTED TIME.
Satanita.....	162	Allows.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
†Britannia.....	151	1.37	10.30.00	5.03.10	6.33.10	6.33.10
*Valkyrie.....	148	2.05	10.30.00	5.01.18	6.31.18	6.29.41
Iverna.....	114	7.59	10.30.00	5.00.50	6.30.50	6.28.45
				5.08.35	6.38.35	6.30.36

* Winner. † Second.

Royal Clyde Yacht Club.

JULY 8, 1893.—OPEN TO ALL YACHTS EXCEEDING 40-RATING.—Course, from Hunter's Quay round Flagboats off Skelmorlie, Ascog and Kilcreggan, twice round. 50 miles.

Satanita.....	162	Allows.	10.30.00	Disabled.	—	—
†Britannia.....	151	1.37	10.30.00	6.10.15	Disqualified.	—
*Valkyrie.....	148	2.05	10.30.00	6.05.55	7.35.55	7.33.50
†Calluna.....	140	3.10	10.30.00	7.12.32	8.42.32	8.39.22
Iverna.....	114	7.59	10.30.00	Not timed.	—	—

* Winner. † Second.

JULY 10, 1893.—OPEN TO ALL YACHTS EXCEEDING 40-RATING.—Course, from Hunter's Quay, round Flagboat off the Southern end of Skelmorlie measured mile, thence round a Flagboat off Ascog Church, and one off Kilcreggan, and back to the starting line, twice round. Y. R. A. time allowance for 50 miles. Wind Easterly.

Satanita.....	162	—	10.30.00	Not timed.	—	—
†Britannia.....	151	—	10.30.00	6.57.40	8.27.40	—
*Valkyrie.....	148	—	10.30.00	5.27.29	6.57.29	—
†Calluna.....	140	—	10.30.00	6.19.59	7.49.59	—
Iverna.....	114	—	10.30.00	Gave up.	—	—

* Winner. † Second.

Royal Ulster Yacht Club.

JULY 14, 1893.—COUNTY DOWN CUP, OPEN TO YACHTS OVER 40-RATING.—Course, from off the Club battery, round a Flag-boat about a mile east of Carrickfergus Bank, thence round marks anchored off Blackhead and the South Briggs, and back to starting line, three times round. V. R. A. time allowance for 50 miles.

NAME, CLASS AND RIG.	RATING.	TIME ALLOW- ANCE.	START.			FINISH.			ELAPSED TIME.	COR- RECTED TIME.
			H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.		
*Satanita	162	Allows.	11.00.00	3.32.04	4.32.04	4.32.04	4.32.04	4.32.04		
†Britannia	151	1.03	11.00.00	3.34.33	4.34.33	4.33.30	4.33.30	4.33.30		
*Valkyrie	148	2.05	11.00.00	3.46.17	4.46.17	4.44.12	4.44.12	4.44.12		
Calluna	141	3.10	11.00.00	3.39.23	4.39.23	4.36.13	4.36.13	4.36.13		
Iverna	114	7.59	11.00.00	3.51.44	4.51.44	4.43.45	4.43.45	4.43.45		

* Winner. † Second.

JULY 15, 1893. OPEN TO YACHTS OF ANY RIG EXCEEDING 40-RATING.—Course, from Bangor Bay, round a Flag-boat about 1 mile east of Carrickfergus Bank, thence round marks off Blackhead and the South Briggs, and back to the starting line, three times round. V. R. A. allowance for 50 miles.

Satanita	162	Allows.	11.00.05	4.19.28	5.19.23	5.19.23
†Britannia	151	1.37	11.00.17	3.56.25	4.56.08	4.54.21
*Valkyrie	149	2.05	11.00.20	3.54.29	4.54.09	4.52.04
Calluna	141	3.11	11.00.25	4.11.19	5.10.54	5.07.43

* Winner. † Second.

Royal London Yacht Club.

JULY 31, 1893. FOR YACHTS EXCEEDING 40-RATING.
Course, from Cowes, round Warner Lightship, Calshot Lightship, East Lepe Buoy, and back, twice round. 50 miles. Wind N. N. W.

Satanita	162	—	10.00.00	3.50.06	5.50.06	—
*Britannia	151	—	10.00.00	3.46.16	5.46.16	—
Navahoe	160	—	10.00.00	3.47.39	5.47.39	—
Calluna	141	—	10.00.00	3.53.52	5.53.52	—
†Valkyrie	148	—	10.00.00	3.47.19	5.47.19	—
Iverna	114	—	10.00.00	Gave up.	Gave up.	—

* Winner. † Second.

Royal Yacht Squadron.

AUGUST 1, 1893.—FOR HER MAJESTY'S CUP, OPEN TO ALL YACHTS ENROLLED IN THE ROYAL YACHT SQUADRON.—Course, from Cowes round the Bullock Patch Buoy, back to the South of the Brambles, round a Flagboat off Yarmouth and return to Cowes. Distance, 50 miles. Wind N. E.

NAME, CLASS AND REG.	RATING.	TIME ALLOWANCE.		START.	FINISH.		ELAPSED TIME.		CORRECTED TIME.	
		M. S.	ANCE.		H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Britannia	151	Allows.		10.00.00	3.59.25	5.59.25	5.59.25	5.59.25	5.59.25	5.59.25
Valkyrie	148	.28		10.00.00	3.57.55	Disqualified.				
*Meteor	146	15.00		10.00.00	4.12.45	6.12.45	5.57.45	5.57.45	5.57.45	5.57.45
Viking	101	29.17		10.00.00	Did not finish.					
Mohawk	44	50.47		10.00.00	Did not finish.					

* Winner.

AUGUST 3, 1893.—COWES TOWN CUP.—Course, from Cowes round a markboat off Lepe to the Warner Lightship and back; 45 miles. Wind W. S. W., strong.

*Satanita	162	—	10.00.00	1.40.50	3.40.50	—
Navaloe	161	—	10.00.00	Disabled.	—	—
Valkyrie	148	—	10.00.00	1.49.03	3.49.03	—
Calluna	141	—	10.00.00	Did not finish.	—	—

* Winner.

RECORD

Of the Yachts Built to Defend the Cup.

NEW YORK YACHT CLUB CRUISE.

AUGUST 7, 1893.—COMMODORE'S CUP.—Course, 26 miles, triangular, between Matinnick Point, a markboat off Green's Ledge, Norwalk Islands, and a markboat off Lloyd's Neck, and home. Wind N. W., strong.

NAME, CLASS AND RIG.	SAILING LENGTH.	TIME ALLOW-ANCE.	START.	FINISH.	ELAPSED TIME.	COR-RECTED TIME.
	FEET.	M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
*Colonia	-----	-----	12.27.57	2.34.36	2.06.39	-----
Queen Mab	-----	-----	12.26.13	3.04.15	2.38.02	-----
Hildegard	-----	-----	12.28.03	3.18.52	2.50.49	-----
Vigilant	-----	-----	12.26.43	disabled	-----	-----

* Winner.

AUGUST 10, 1893.—THIRD SQUADRON RUN.—Course, New London to Newport. Wind light. Weather fair. Sea smooth.

NAME, CLASS AND RIG.	SAILING LENGTH.	TIME ALLOW-ANCE.	START.	FINISH.	ELAPSED TIME.	COR-RECTED TIME.
	FEET.	M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Jubilee	-----	-----	10.10.00	3.12.52	5.02.52	-----
*Vigilant	-----	-----	10.10.00	3.11.41	5.01.41	-----

* Winner.

AUGUST 11, 1893.—GOELET CUP. Course, Brenton's Reef Lightship to Sow and Pigs Lightship, thence to Hen and Chickens Lightship, thence home, triangular. Distance about 38 miles. Wind S. E., very light. Weather foggy. Sea smooth.

NAME, CLASS AND RIG.	SAILING LENGTH.	TIME ALLOW-ANCE.	START.	FINISH.	ELAPSED TIME.	COR-RECTED TIME.
	FEET.	M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
*Colonia	-----	-----	11.38.11	1.28.00	13.49.49	-----
Vigilant	-----	-----	11.37.29	1.38.00	14.00.31	-----
Jubilee	-----	-----	11.36.49	2.18.35	14.41.46	-----
Pilgrim	-----	-----	11.40.00	withdrew	-----	-----

* Winner.

New York Yacht Club—Continued.

AUGUST 14, 1893.—FOURTH SQUADRON RUN.—Course, Newport to Vineyard Haven. Wind fresh, N. N. E., shifting to S. W.

NAME, CLASS AND RIG.	SAILING LENGTH. FEET.	TIME ALLOW- ANCE.		START.	FINISH.	ELAPSED TIME.	COR- RECTED TIME.
		M. S.	H. M. S.				
*Vigilant-----	—	—	10.35.00	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Jubilee-----	—	—	10.35.00	4.05.52	5.30.52	—	—
Colonia-----	—	—	10.35.00	4.16.34	5.41.34	—	—
	—	—	10.35.00	4.16.45	5.41.45	—	—

* Winner.

AUGUST 17, 1893.—ASTOR CUPS, FIRST RACE.—Course, Brenton's Reef Lightship, 15 miles to windward or leeward, and return. Wind S. E., fresh.

NAME, CLASS AND RIG.	SAILING LENGTH. FEET.	TIME ALLOW- ANCE.		START.	FINISH.	ELAPSED TIME.	COR- RECTED TIME.
		M. S.	H. M. S.				
*Vigilant-----	—	—	11.36.19	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Jubilee-----	—	—	11.35.21	3.43.34	4.08.13	—	—
Colonia-----	—	—	11.35.58	3.44.10	4.08.21	—	—
Pilgrim-----	—	—	11.35.26	Did not finish.			

* Winner.

AUGUST 19, 1893.—ASTOR CUPS.—Course, E. $\frac{1}{2}$ S., 10 miles, W. by S. $\frac{1}{2}$ S. and N. by E. Wind light, N. E.

NAME, CLASS AND RIG.	SAILING LENGTH. FEET.	TIME ALLOW- ANCE.		START.	FINISH.	ELAPSED TIME.	COR- RECTED TIME.
		M. S.	H. M. S.				
Vigilant-----	—	—	12.20.52	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Jubilee-----	—	—	12.21.14	6.31.01	6.10.09	—	—
Colonia-----	—	—	12.21.35	6.38.55	6.17.41	—	—
	—	—	12.21.35	6.47.54	6.26.19	—	—

Time limit (six hours) being exceeded, declared off.

AUGUST 22, 1893.—ASTOR CUPS, SECOND RACE.—Course, triangular. Distance 30 miles. Wind light.

NAME, CLASS AND RIG.	SAILING LENGTH. FEET.	TIME ALLOW- ANCE.		START.	FINISH.	ELAPSED TIME.	COR- RECTED TIME.
		M. S.	H. M. S.				
*Vigilant-----	—	—	12.35.56	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Pilgrim-----	—	—	12.36.27	4.41.39	4.05.57	—	—
	—	—	12.36.27	5.06.57	4.30.30	—	—

* Winner.

SLOOP VIGILANT, SCHIR, ARIEL,
JUBILEE, EMERALD,
PILGRIM, LASCA,
NAVAHOE. ALCAEA.

The above yachts, among others, have been supplied with

BINNACLES - AND - COMPASSES

And the Compasses adjusted by

JOHN BLISS & CO., 128 Front St., New York.

HYDRO-PNEUMATIC ASH EJECTOR,

Patented in the United States and Europe.

HORACE SEE,

No. ONE BROADWAY, NEW YORK.

—Sole Manufacturer under the Patents.—

COWLEY & SMITH,

—BUILDERS OF—

HIGH : SPEED : STEAM : VESSELS

AND THEIR MACHINERY.

— Designing and Repairing. —

125-131 Twenty-fifth Street.

Between Manning's and Tebo's Bashes.

BROOKLYN.



AMERICA,
VOLUNTEER,
PULCHRA,
TITANIA,
SACHEM,
QUICKSTEP,
TROQUOIS,
CONSTELLATION,
CLIPPERDELL,
KATEWIND,
MEDUSA,
PYXIS,
LASCA,
ALCAEA,
YACHTA,
INTREPID,
ARIEL,
— (3) —

Wilson & Griffin,
Sail Makers,
115 South Street, N. Y.

Makers of Sails of
Volunteer and Vigilant.

Manning's Yacht Agency,

THOMAS MANNING, Proprietor,

45 Beaver Street, - New York.

ESTABLISHED 1873

To afford facilities for the Purchase, Sale and
Charter of Yacht Property.

Measurements and Descriptions, with Inventories of Equipment and Furniture, Scale Drawings and Photographs of Yachts for Sale, can be inspected at the office. Intending Purchasers, residing at a distance, by **sending details of their requirements**, will have mailed to them particulars of all Yachts in the market likely to suit.

The Yachts for Sale are located in the waters of New York, Massachusetts, Maine, Rhode Island, Connecticut, New Jersey, Pennsylvania, Michigan, Maryland, Virginia, South Carolina, Louisiana, Florida, etc. A number are in the care of the Agency at its Basins. **Permits to inspect must be obtained at the Office, 45 Beaver Street.**

First-Class Yachts, Sail and Steam, —FOR CHARTER.—

Lists of English Steam Yachts, full powered and auxiliary, and Sailing Yachts for sale and charter, with scale drawings of interior and deck plans and photographs, can be inspected at the Office.

SPECIAL DEPARTMENTS.

Designs and Specifications for Building obtained from the BEST NAVAL ARCHITECTS in America and Europe. Building and Alterations Superintended. Interior Decorations Designed, and Estimates furnished. Designs and Estimates furnished for "Lundborg Propeller Wheel" (Sole Agency). Fire and Marine Insurance obtained at favored rates. Yacht Equipment, Furniture and Supplies can be ordered through the Agency. OFFICERS AND CREW'S OBTAINED.

Yachts Documented at Custom House and Licenses Obtained.

Descriptive Catalogue of Yachts for Sale, List of U. S. Coast and Geodetic Survey Charts and Publications, and List of Nautical Works (American and Foreign), and Guide to the Water Route between New York and Chicago, with maps, etc., mailed on receipt of Twenty Cents in Post age Stamps.

AMERICA'S CUP. TRIAL RACES.

As previously announced, the trial races will be held at New York, beginning on September 7, and will be sailed outside of Sandy Hook.

By the courtesy of Commodore MORGAN, the flagship will be used as the judges' boat, and the Regatta Committee have kindly consented to handle the races, thus leaving the Cup Committee free to observe the performance of the competing vessels.

The start will be made as near 11 o'clock A.M. as practicable, and will be across an imaginary line drawn from the flagship to a suitable mark which will be duly designated.

The signals and method of starting will be as follows:

Preparatory Signal.—Ten minutes before starting signal one gun will be fired and the Blue Peter set in place of the club burgee.

Starting Signal.—One gun fired, the Blue Peter lowered, and a red ball hoisted on the triatic stay; yachts may then cross the line.

Handicap Signal.—Two minutes after the starting signal one gun will be fired and the red ball lowered. The time of this signal will be taken as the time of any yacht crossing after it is given. In case of miss-fire a prolonged blast of the whistle will replace the signal gun.

Recall Signal.—Any yacht crossing the line before the starting signal will be recalled by short blasts of the whistle, a prearranged number being used to indicate each of the competing yachts.

Courses.—The courses will be 30 nautical miles in length, and their direction will be duly signaled from the flagship.

The first race will be to windward or leeward and return.

The second race will be an equilateral triangle.

The following races will be alternately of these two descriptions.

The time limit will be six hours of actual elapsed time.

The system of measurement, time allowance, and racing rules of the New York Yacht Club will govern; with the proviso that any excess of load water line length over 85 feet shall be counted double in calculating the sailing length.

Competitors are respectfully reminded that 86 7-10 feet is the limit of load water line lengths allowable.

While the above is the proposed programme, the committee reserve to themselves the right to vary the character and length of the courses and determine the number of races as expediency may require. The time limit will, however, remain in the same proportion to the length of the course prescribed.

The races will be sailed on alternate or succeeding days, as may suit the convenience of the competitors.

The committee earnestly request that the competing yachts keep together as much as practicable, the special object of these trials being to determine the relative excellence of the boats under equal conditions.

The committee announce that by arrangement with the Earl of Dunraven the date of the first America's Cup race has been fixed for September 28.

JAMES D. SMITH, LATHAM A. FISH, PHILIP SCHUYLER, J. FRED TAMS, A. CASS CANFIELD.	} Committee.
--	--------------

NEW YORK YACHT CLUB, 67 MADISON AVENUE, NEW YORK, August 31, 1893

Established 1830.

SAIL MAKERS,
Awning, Flag^{AND} Tent Manufacturers.

YACHT SAILS, HAND AND
MACHINE MADE.



Yacht Club Flags, Yacht Ensigns,
Jacks, Pennants, Flys.

International Code of Signals and all sizes U. S.
Ensigns always in stock

Flag Catalogue. Tent Catalogue.

S. S. THORP & CO.,

OFFICE:

SAIL LOFTS:

20 Fulton St., cor. Front St.,

157 South Street,

NEW YORK.

MANNING'S

YACHT - AGENCY - BASINS.

BASIN No. 1.

(Eight hundred feet long by one hundred feet wide.)

Foot of Twenty-sixth Street, South Brooklyn. The basin is fully protected on all sides from wind and wave, and affords an absolutely safe harbor for yachts.

There is a mean depth of water of over fifteen (15) feet at low tide, giving in some parts nearly eighteen (18) feet. In addition to the water facilities offered, there is, on the dock alongside, a large brick building, with iron doors, known as the "Waverly Stores," where launches, small boats, sails, rigging, spars, and equipment can be stored. The space in this building reserved for storage and lockers is 100 feet long, 70 feet wide, and 40 feet in height, and contains a loft 70 feet square for storage of sails belonging to yachts laid up. A lower rate of insurance can be obtained for yacht property stored in this building than on any other used for the same purpose. Fire Alarm and Hydrant on the premises.

One very appreciable advantage in laying up yachts in this basin is that the Waverly Stores can be used for scraping masts, varnishing small boats, etc., under cover.

BASIN No. 2.

(Eight hundred feet long by three hundred and twenty feet wide.)

Foot of Fifty-sixth Street, South Brooklyn (known as the Atlantic Yacht Club Basin); greatest depth at low water, ten (10) feet, *with beach* for hauling out launches and sail boats, and building for winter storage of furniture and gear, and new building for storage of spars and small boats.

The basin is protected on all sides from wind and wave, and affords a safe harbor. Ways for hauling out, yacht and launch builders, ship joiners, ship smiths, sail makers, spar makers, machine shops, stores for yacht supplies, and all conveniences for the accommodation of shipping are on the premises or in the immediate vicinity.

The above are the two largest basins for Winter harboring of vessels in the United States, affording room for at least two hundred yachts.

Terms for wharfage and storage, and also for care, if required, furnished on application at 45 Beaver Street, New York.

Marine - and - Fire INSURANCE

OBTAINED ON

Yacht and Vessel Property

AT LOWEST RATES.

NOTE.—*A Marine Insurance Policy covering collisions makes the Company responsible for three-fourths of the amount insured, which may be recoverable for damages to other vessels, even where the fault of the collision lies with the insured*

THOMAS MANNING,

Insurance Broker,

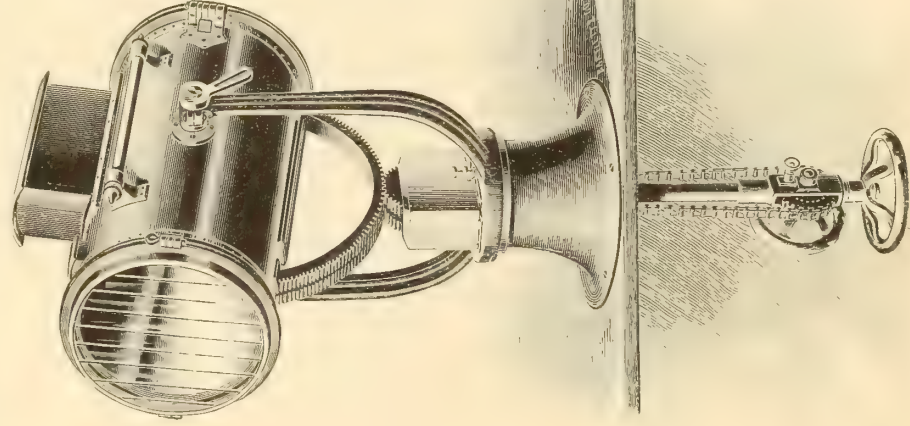
45 Beaver Street. - NEW YORK.

AN IMPROVED

Electric Search Light on Incandescent Current

FOR USE ON STEAM YACHTS.

The Search Light has so fully demonstrated its usefulness as an appliance for projecting light that it is recognized as an indispensable assistant by everyone who has occasion to use it. The various uses of the search light and the field which it occupies are gradually extending, and before long all shipping will adopt it as a necessary safeguard.



THE FOLLOWING IMPORTANT IMPROVEMENTS INCLUDED IN THIS LAMP ARE :

Simplicity of Construction.

Lightness, Durability, and Efficiency, being portable and easy of manipulation, and can be attached to any continuous current circuit of low potential.

The lamp used works automatically, holding the focus and requiring no adjustment after once being set.

The carbon carriers are of peculiar construction, allowing the lamp to feed on any angle required.

The rays can be made parallel or divergent by moving the position of the arc focus while the lamp is burning.

It is advisable to have the light under the immediate control of the pilot for immediate action in any emergency. It is a harbor device, and is especially useful for boats, marking out a channel, etc. For such use the light should be placed on the top of the pilot house and a shaft extending through to the bottom, in which a wheel is fastened or revolving and elevating or lowering the light. The connections to the lamp are so made that the light can be revolved any number of times in a circle, and are independent of the wires carrying the current. The apparatus is constructed entirely of brass, so as to remove any magnetic attractions towards the compass when placed aboard a vessel, and being placed in a convenient position, the light is always ready for instant use by simply turning on the current. For yachts and pleasure vessels, where finished work is a prominent feature, the lamp is made in brass, highly polished, with copper trimmings.

A working model is on exhibition in the Show Rooms of MANNING'S YACHT AGENCY, at 45 Beaver Street, New York, where full particulars can be obtained.

MANNING'S
SHIP AND VESSEL
AGENCY.

The list of vessels for sale and charter comprise

Steamships,
Freight and Passenger
Steamers
(SCREW AND SIDE WHEEL).
Ferry Boats,
Tugs, Lighters,
Sailing Vessels.

Correspondents in all Atlantic Ports.

ESTABLISHED 1874.

THE AMERICAN YACHT LIST.

Published Annually.

Compiled from Official Sources.

CONTAINS:

A COMPLETE REGISTER

—: OF THE:—

YACHT CLUBS

—: OF THE:—

United States and British Provinces.

Also of the Royal Bermuda, Royal Jamaica, Habana
and Argentine Yacht Clubs.

WITH LIST OF OFFICERS, ADDRESSES OF SECRETARIES,

Names of Yachts, Official Numbers, Signal Letters,
Dimensions, Designers, Builders, etc.

Summary of Yacht Club Regattas and Races, Giving Courses, Starters and Results ;
also Rules of Measurement and Time Allowances of Each Club.

Alphabetical List of All Yacht Owners in America. Fac-simile,
in Chromo-Lithograph, of

Club Flags ^{AND} Private Signals of Owners

THOMAS MANNING.

Proprietor and Publisher, 45 Beaver Street, New York.

PRICE, TEN DOLLARS. (Postage Paid.)

GOLD MEDALS:

1889 PARIS EXPOSITION, 1889.

1891 INTERNATIONAL EXHIBITION, JAMAICA, 1891.

ANTEDILUVIAN PURE RYE WHISKY

is a straight blend of the finest rye whiskies that have been thoroughly matured by age, and no better or purer whisky can be obtained for medicinal or general use. Do not be deceived! Whiskies are not bottled at distillery warehouses. The Internal Revenue laws of the United States do not permit whiskies to be bottled at distillery bonded warehouses. No better or purer spirit can be obtained than a blend of Old Rye Whiskies, such as enter into the manufacture of ANTEDILUVIAN Pure Rye.

SOLE PROPRIETORS,

JOHN OSBORN, SON & CO.

(Founded 1836).

NEW YORK, PHILADELPHIA, CHICAGO,

— U. S. A. —

And MONTREAL, CANADA.

PIPER-HEIDSIECK

SEC

Known for Nearly a Century

As the Universal

HIGH GRADE WINE

OF AMERICA.

**NEW SHIPMENTS EXTREMELY DRY AND
DELICATE.**



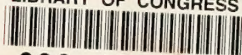
PIPER-HEIDSIECK

BRUT EXTRA

Highest Grade of real Brut imported.
Contains only its own alcohol and no
liqueur.



LIBRARY OF CONGRESS



0 020 108 585 8